

BookletChartTM

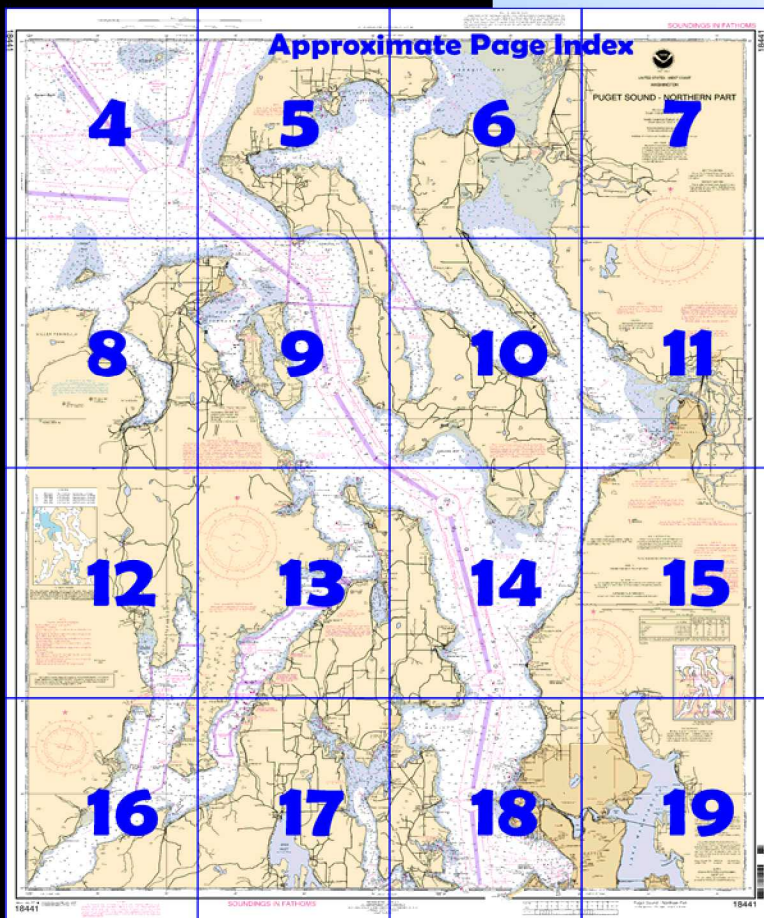
Puget Sound – Northern Part

(NOAA Chart 18441)

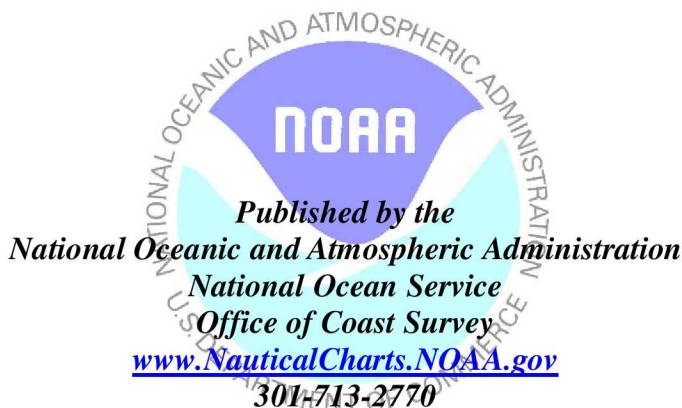


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

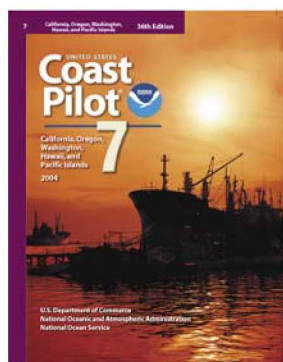
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 13 excerpts]

(3) **Puget Sound**, a bay with numerous channels and branches, extends about 90 miles S from the Strait of Juan de Fuca to Olympia.

(36) **Port Townsend**, immediately S of Point Wilson, is entered between Point Hudson and Marrowstone Point.

(64) **Admiralty Inlet** extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head.

(132) The **Port of Seattle** includes an outer and inner harbor. The outer saltwater harbor includes Elliott Bay; East, West, and Duwamish Waterways; Shilshole Bay, and the portions of Puget Sound adjacent to Ballard on the N and West Seattle to the S of the entrance of Elliott Bay.

(208) **Lake Washington**, the large freshwater lake on Seattle's E side, provides deep and protected water over most of its length of nearly 16 miles.

(254) **Camano Island** extends between Port Susan and Saratoga Passage. It is irregular in shape and 14 miles in length; the S portion consists of a long, narrow tongue that terminates in Camano Head, 340 feet high. At its N end it is separated from the mainland by **Davis Slough**, and South Pass and West Pass of the Stillaguamish River, all dry at low water. On the shores of the island are several resorts and unincorporated residential tracts.

(255) **Port Susan**, on the E side of Camano Island, extends about 11 miles in a NW direction, terminating in flats which bare and extend over 3 miles wide at its head. There are several resort settlements. Deep water is throughout until nearing the head, where anchorage may be had off the extreme W edge of the flats in about 10 fathoms. Care should be used in approaching and anchoring, as the flats rise abruptly from deep water.

(256) **Stanwood** is in a dairying and farming district on the N side of the **Stillaguamish River** at the junction of **South Pass** and **West Pass**.

(257) **Saratoga Passage**, on the W side of Camano Island, extends some 18 miles in a NW direction from its entrance between Sandy Point and Camano Head. At its N end it connects with Penn Cove and Crescent Harbor, and leads E into Skagit Bay. Depths in the passage are from 100 fathoms at the entrance to 15 fathoms at the Crescent Harbor entrance. There are few outlying dangers, and a midchannel course is clear.

(259) **Langley** is a small town on Whidbey Island about 1.2 miles W of Sandy Point. Tugs often anchor off the beach between Langley and Sandy Point. Langley boat harbor, protected on the N and E sides by a timber breakwater marked by private lights, can accommodate about 25 vessels. Transient berths are available. In March 1988, the reported depths were about 16 feet along the E wall and the floats closest to shore. Water, ice, a launching ramp, 4-ton lift, hull and engine repairs, and gasoline are available. The stores of the town business district are nearby, supplies may be obtained.

(260) **East Point**, 6 miles NW of Sandy Point, is a low sandspit about 300 yards long. It is marked by a light.

(261) **Elger Bay**, on the W shore of Camano Island across Saratoga Passage from East Point, is an open bight 1 mile wide. Tugs anchor here in W and NW winds.

(262) **Holmes Harbor**, entered 8 miles NW of Sandy Point, indents Whidbey Island 5 miles in a S direction. Except for a sand and gravel wharf and a large private boathouse at the head of the harbor, only private pleasure piers are on the shores of Holmes Harbor. Depths range from 30 to 40 fathoms off the entrance to 17 fathoms near the head, where good anchorage, except from N weather, may be had in mud bottom.

(265) **Penn Cove** indents the W shore of the basin at the head of Saratoga Passage and extends W for about 3.5 miles. In most weather, the cove affords good protection in 5 to 15 fathoms, good holding ground.

(268) **Coupeville**, the county seat of Island County, is on the S shore of Penn Cove, about 2 miles from the head.

(270) **Crescent Harbor**, immediately E of Oak Harbor, is a semicircular bight 2 miles in diameter, between **Forbes Point** and **Polnell Point**.

(271) The entrance to **Skagit Bay**, southern part, lies between Polnell Point and Rocky Point.

(278) The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point. It extends in a general S direction for about 44 miles and then bends sharply NE for 11 miles, terminating in flats bare at low water.

(293) **Port Gamble Bay** is a small bay on the E shore of Hood Canal 5 miles from the entrance. It is 2 miles long with a narrow entrance.

(295) **Port Gamble**, the town on the W shore at the entrance, is owned by the lumber company which maintains all facilities including the local housing, church, and store.


Table of Selected Chart Notes

NOTE F

Submerged mooring cables located in this area.

Corrected through NM Dec. 22/07
Corrected through LNM Dec. 11/07

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

For Symbols and Abbreviations see Chart No.1

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE B

COLMAN FERRY TERMINAL FOG SIGNAL (ELLIOTT BAY)

The light, showing fixed white, and horn is privately maintained and operated during fog.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	165.550 MHz

LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○(Accurate location) ◐(Approximate location)

HA HET

NOTE J

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous quick flashing yellow (QY) lights and approximately mark the Restricted Areas surrounding the facility. (CFR 334.1215, CFR 334.1220, CFR 334.1240)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.653' southward and 4.501' westward to agree with this chart.

NOTE G

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions.

NATIONAL WILDLIFE REFUGE

The areas labelled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of sea-birds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

NOTE I

Navy-Maintained Warning Lights

Yellow or alternating white and yellow

- Proceed with caution.

- Range operations are in progress but no torpedoes or testing is occurring.

- Be prepared to shut down engines when lights change to red. Red or alternating white and red

- Range operations are in progress and submarine torpedo and/or sound testing are occurring.

- Stop engines until red beacons have been shut off, showing test is completed.

- Follow the advice of Naval Guard Boats when in or near the range area.

Operational Periods

- Typically, boat passage is permitted between tests when the yellow beacons are operating.

- Normally, tests and torpedo runs are confined to periods of less than 30 minute durations.

- Submarine operations can occur for longer periods.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U. S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

NOTE D

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca and Puget Sound waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or Chapter 2 of the U.S. Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	
		feet	feet	feet	feet
Port Townsend	(48°07'N/122°45'W)	8.6	7.9	2.6	
Port Gamble	(47°51'N/122°35'W)	10.3	9.4	2.7	
Seabeck	(47°39'N/122°50'W)	11.5	10.6	3.0	
Seattle	(47°36'N/122°20'W)	11.4	10.5	2.8	
Everett	(47°59'N/122°13'W)	11.1	10.2	2.8	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

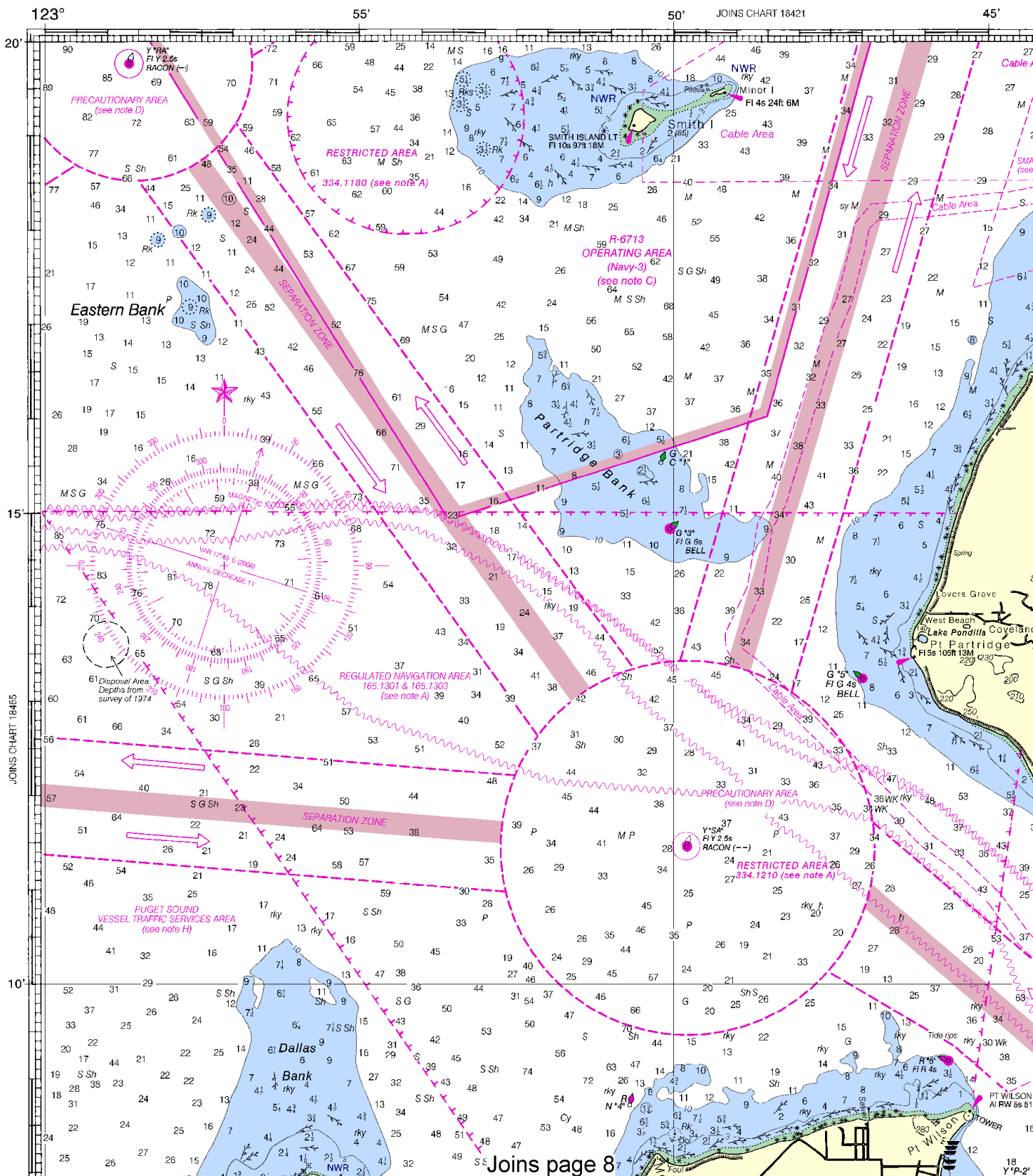
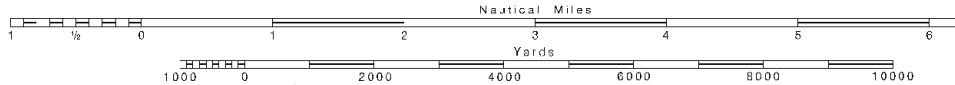
(Dec 2007)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

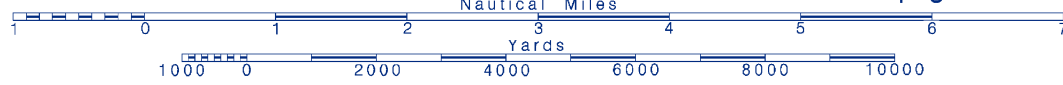
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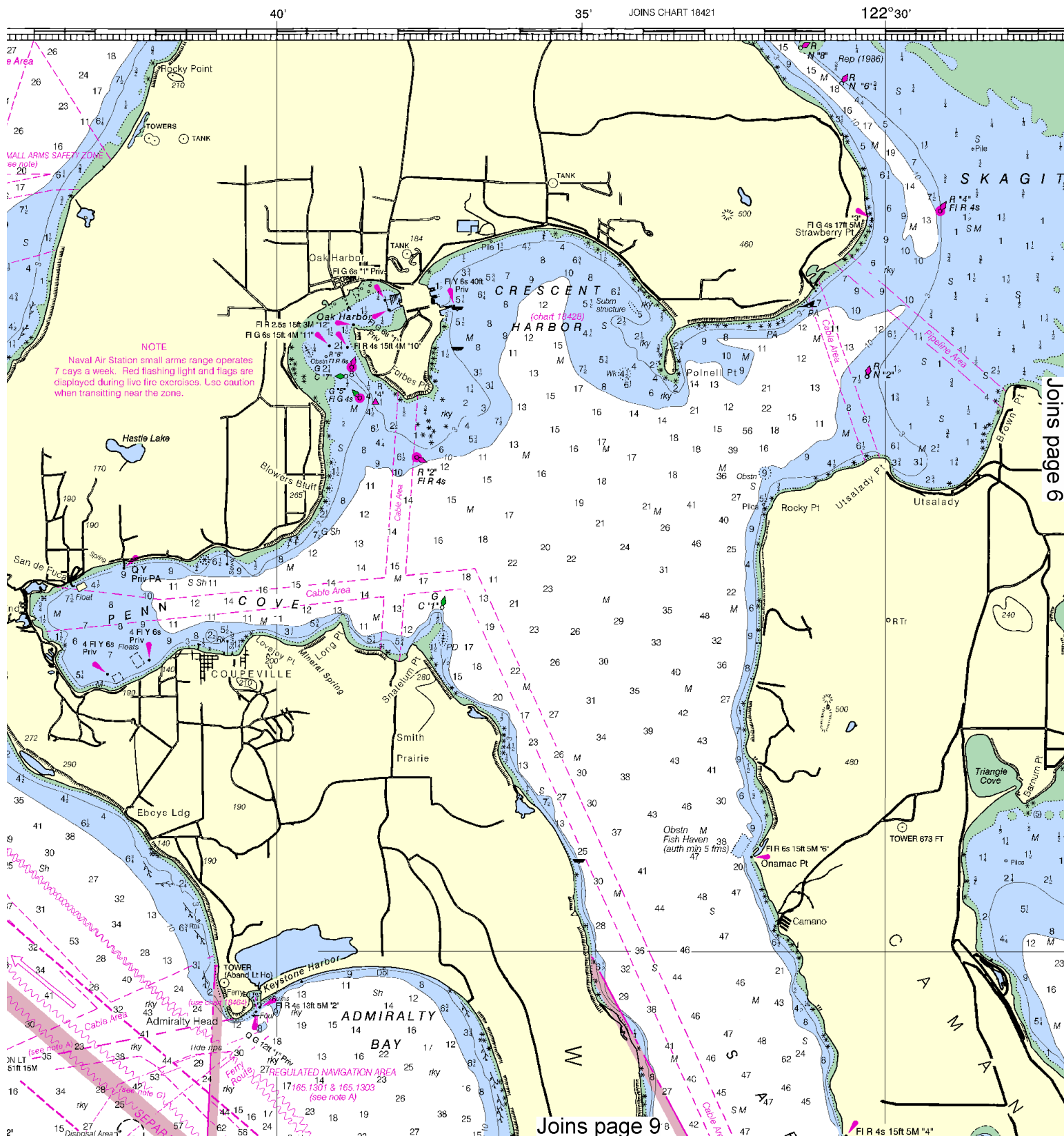
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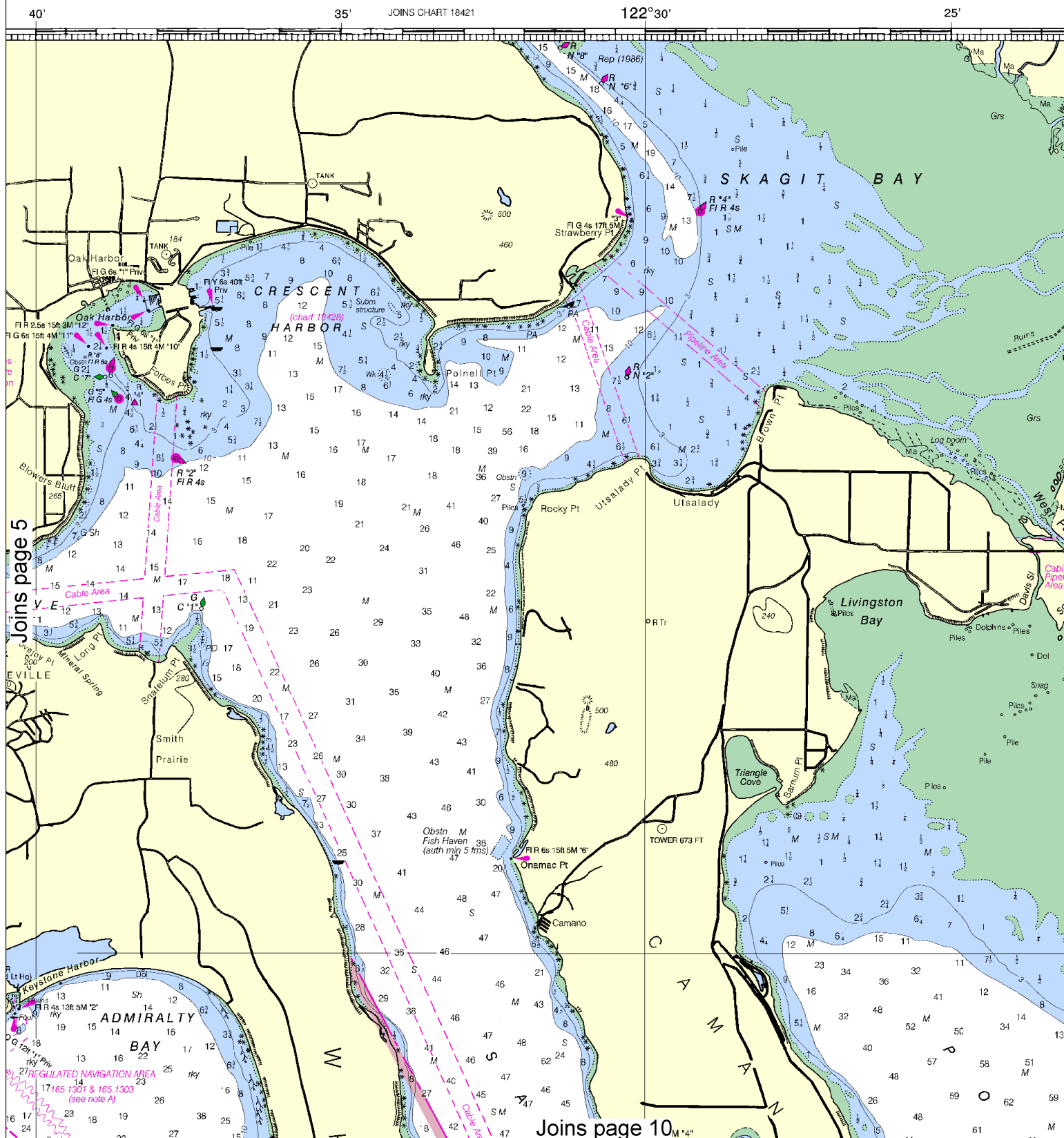
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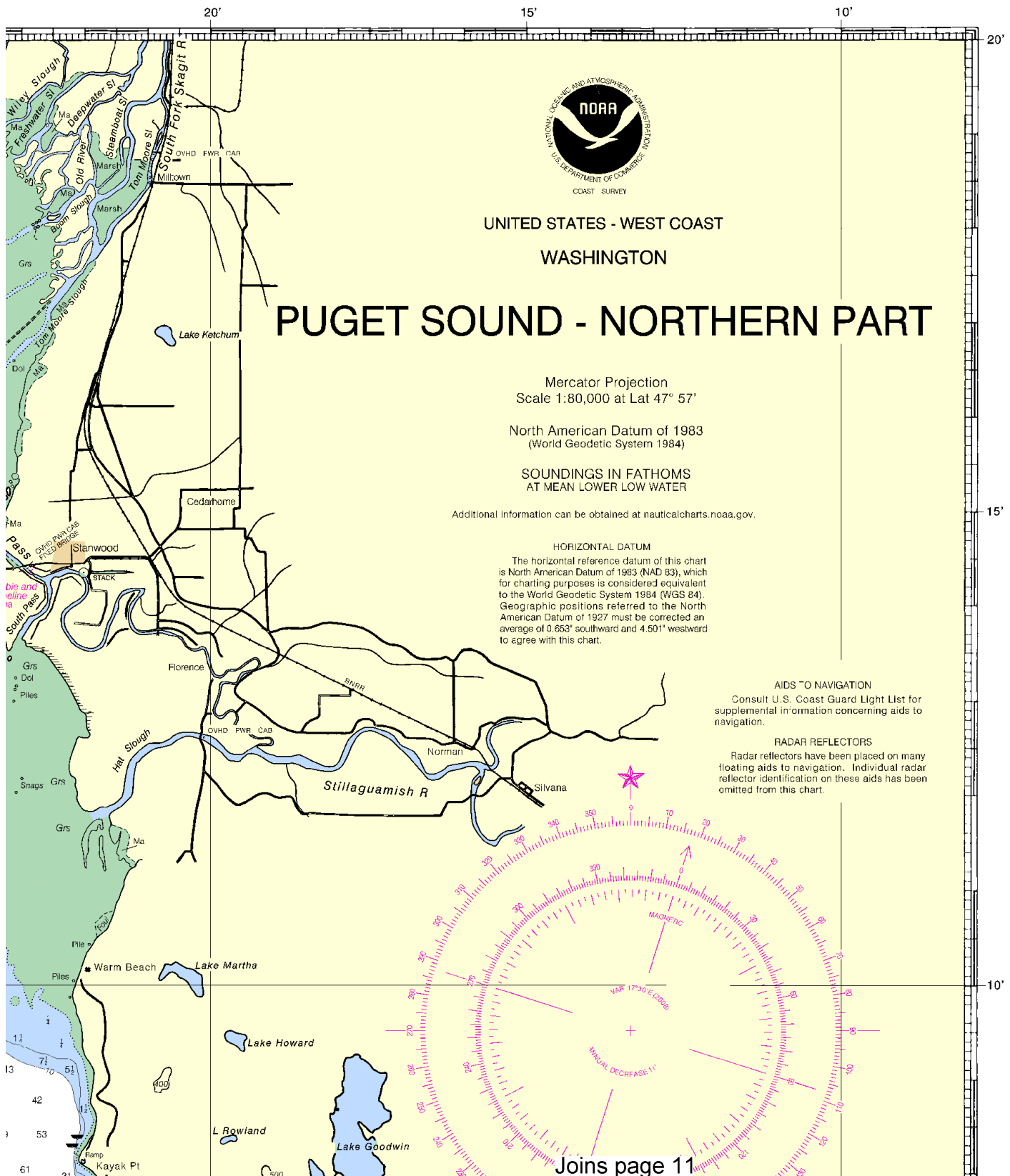
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





MILLER PENINSULA

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

1925
Western and lower of
two tops forming crotch

2210 (tuft of trees)
First low hill

2030 (tree tops)
Western summit of ridge

Chimacum PORT TOWNSEND CANAL
162,235 (see note A)
Project depth, 15 ft; width, 75 ft
Controlling depths-Sept 1995
Northeastern outside quarter
Middle half
Southwestern outside quarter

NOTE D
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overlapped on this chart are RECOMMENDED for all vessels traveling between the points involved. They have been established in the prevention of collisions in the Strait of Juan de Fuca Sound waters, but are not intended in any way to supersede applicable Rules of the Road. Separation zones are intended to regulate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing through separation zones, use extreme caution.

Precautionary Areas have been established where major and cross the traffic separation scheme. It is recommended that with caution in these areas. Wherever practical, vessels entering the system should do so at these precautionary areas. For more information on Traffic Separation Scheme procedures and regulations, see 33 CFR Chapter 2 of the U.S. Coast Pilot.

Joins page 12

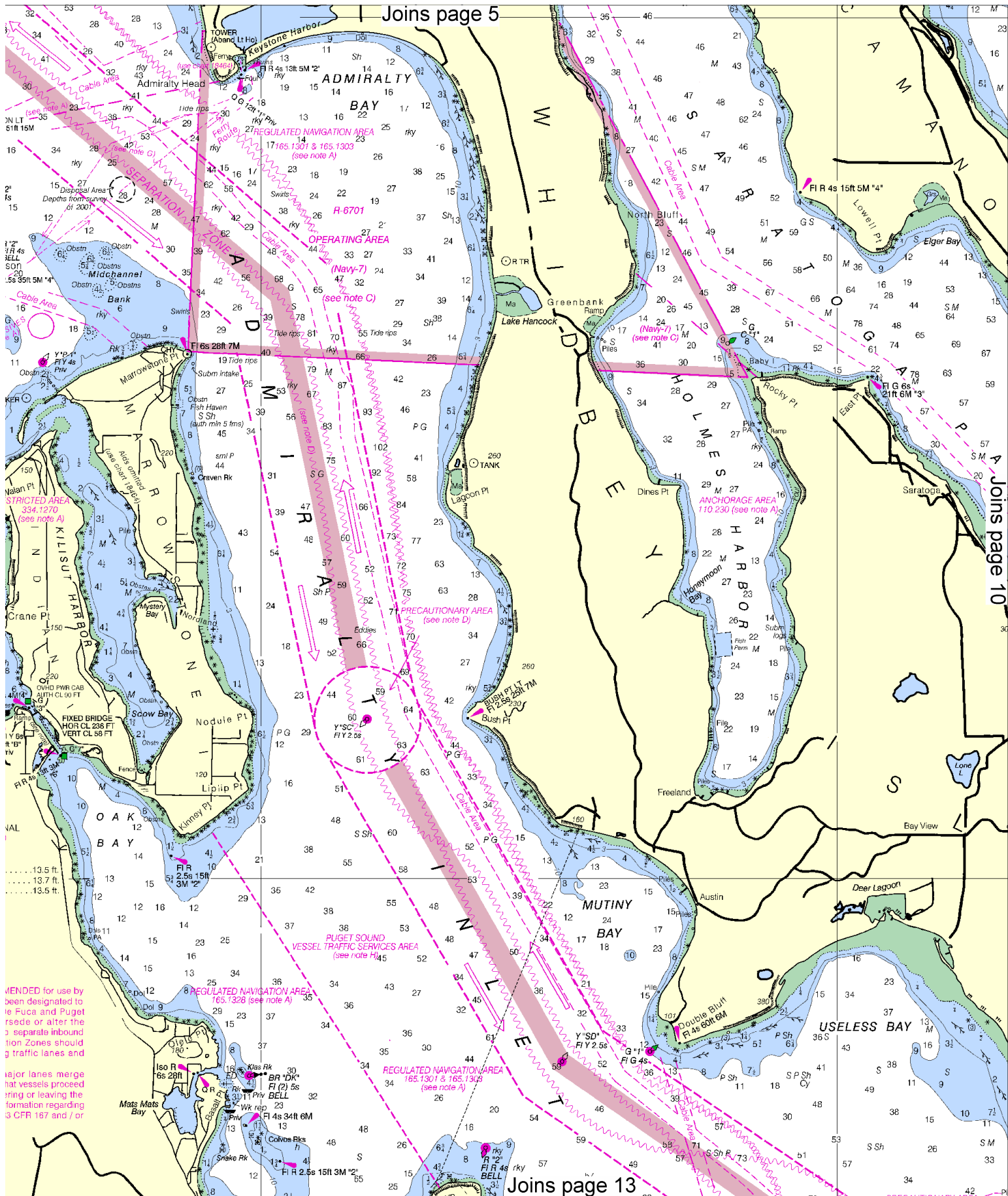
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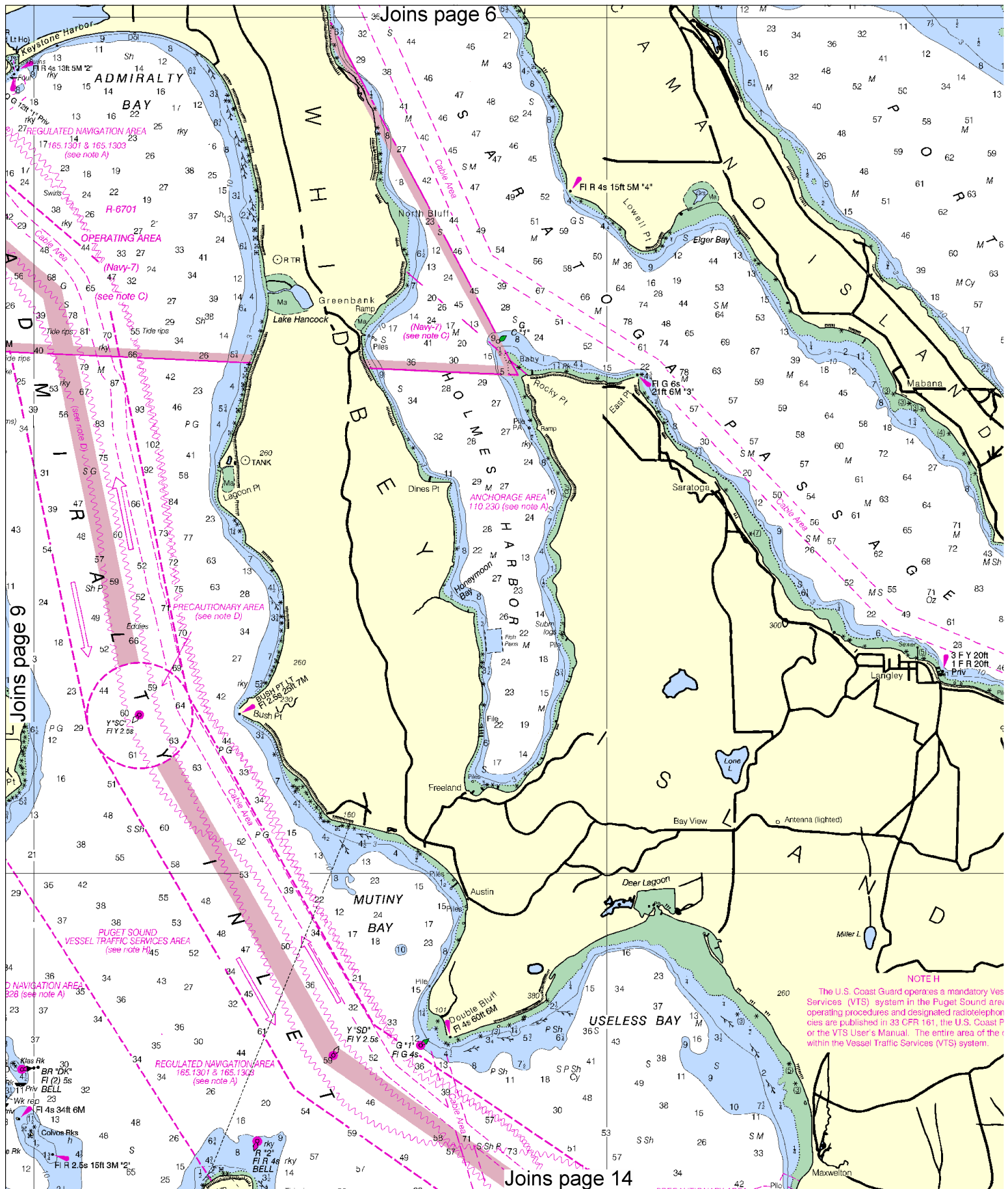
~~SCALE 1:80,000~~
Nautical Miles

See Note on page 5.

The image shows two horizontal number lines. The top number line is labeled "Nautical miles" and has major tick marks at 1, 2, 3, 4, 5, and 6. The bottom number line is labeled "Yards" and has major tick marks at 1000, 2000, 4000, 6000, 8000, and 10000. Both lines have smaller, unlabeled tick marks between the major ones.







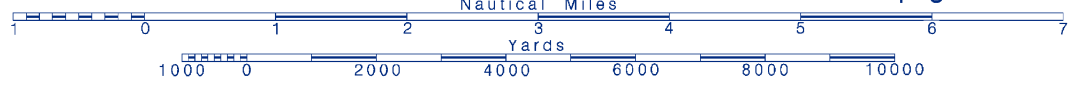
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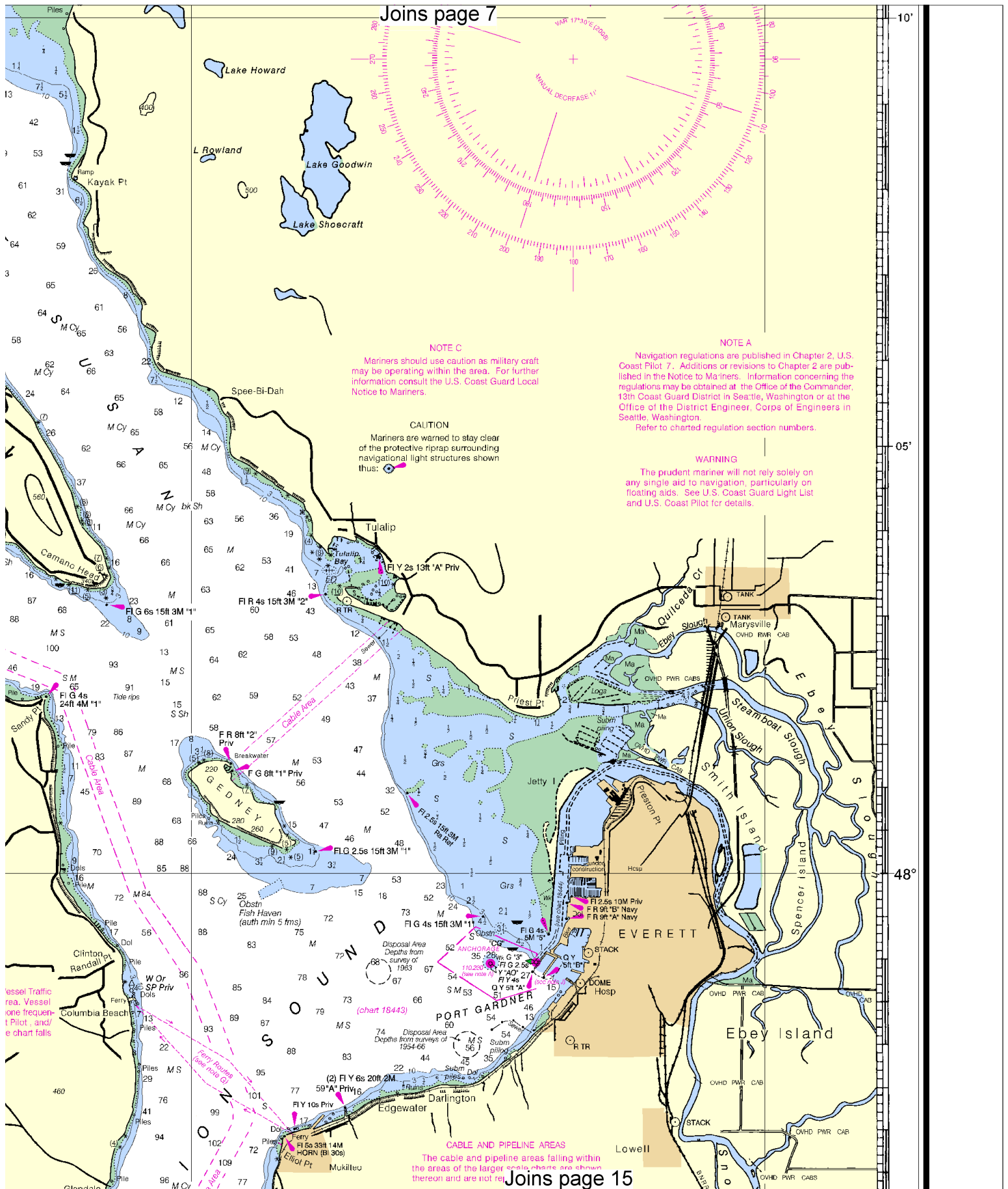
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SCALE 1:80,000

See Note on page 5.



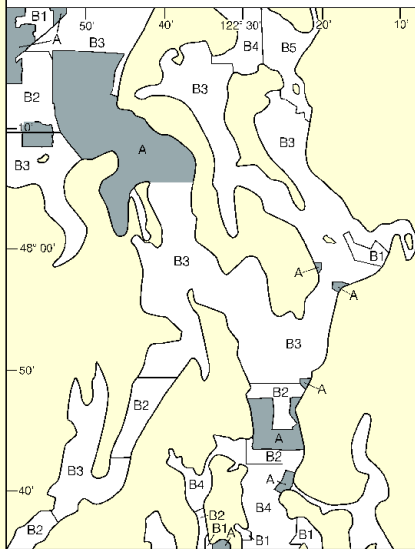
NOTE H
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SOURCE			
A	1990-2004	NOS Surveys	full bottom coverage
B1	1990-2002	NOS Surveys	partial bottom coverage
B2	1970-1999	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

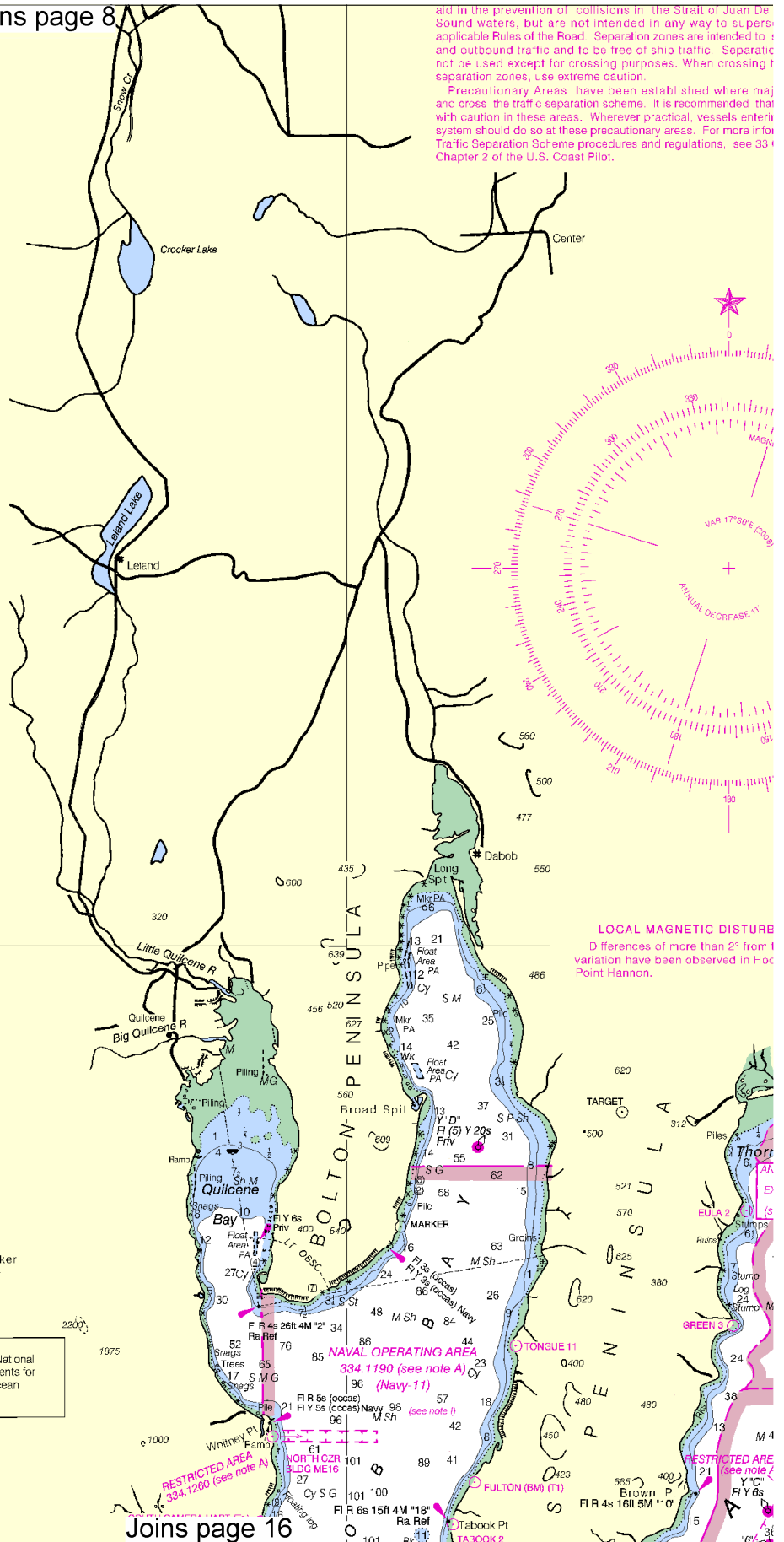
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NOTE 1

Navy-Maintained Warning Lights

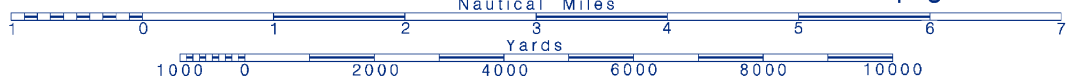
- Yellow or alternating white and yellow
- Proceed with caution.
- Range operations are in progress but no torpedoes or testing is occurring.
- Be prepared to shut down engines when lights change to red.
- Red or alternating white and red
- Range operations are in progress and submarine torpedo and/or sound testing are occurring.
- Stop engines until red beacons have been shut off, showing test is completed.
- Follow the advice of Naval Guard Boats when in or near the range area.
- Operational Periods
- Typically, boat passage is permitted between tests when the yellow beacons are operating.
- Normally, tests and torpedo runs are confined to periods of less than 30 minute durations.
- Submarine operations can occur for longer periods.

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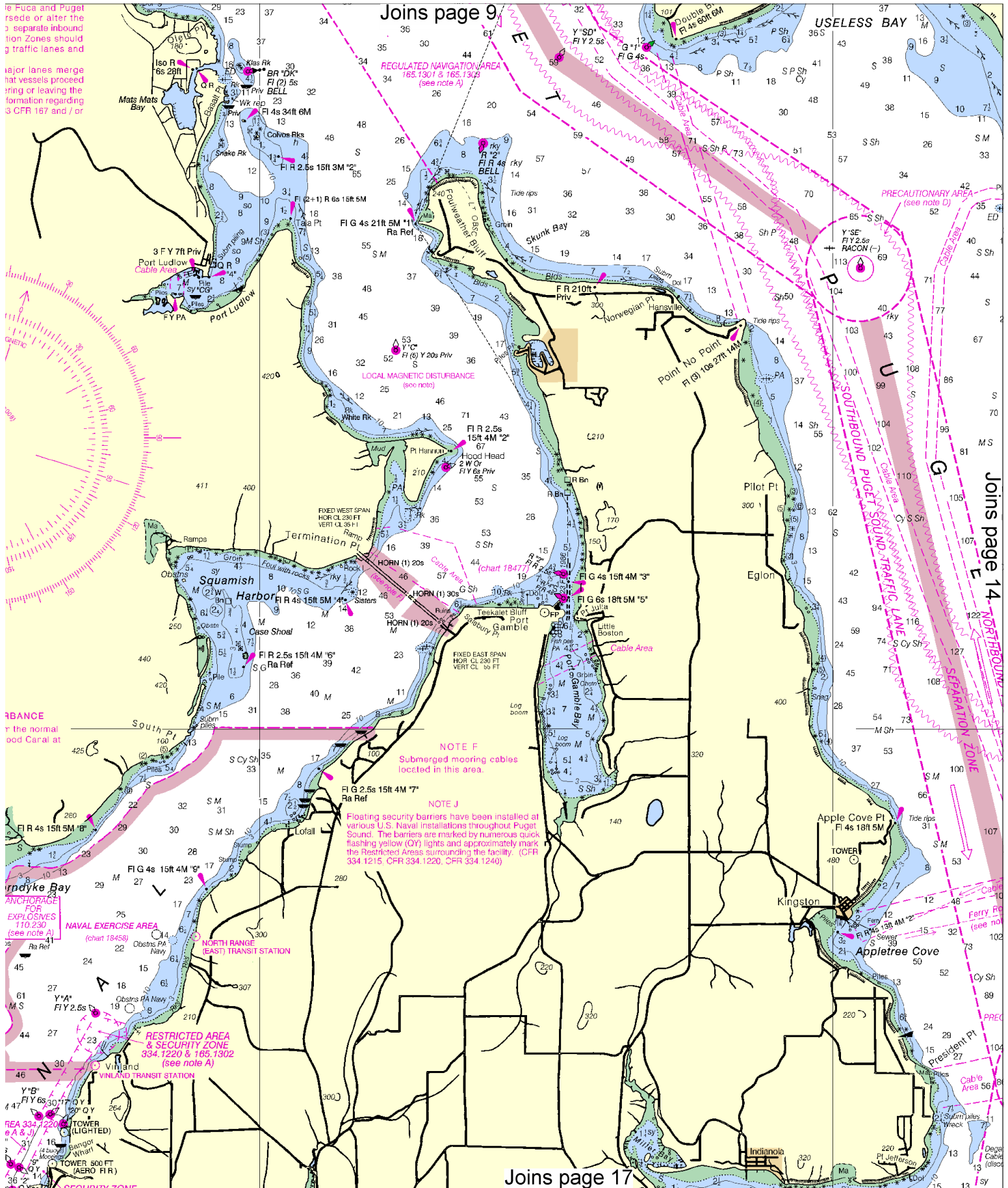
LOCAL MAGNETIC DISTURB
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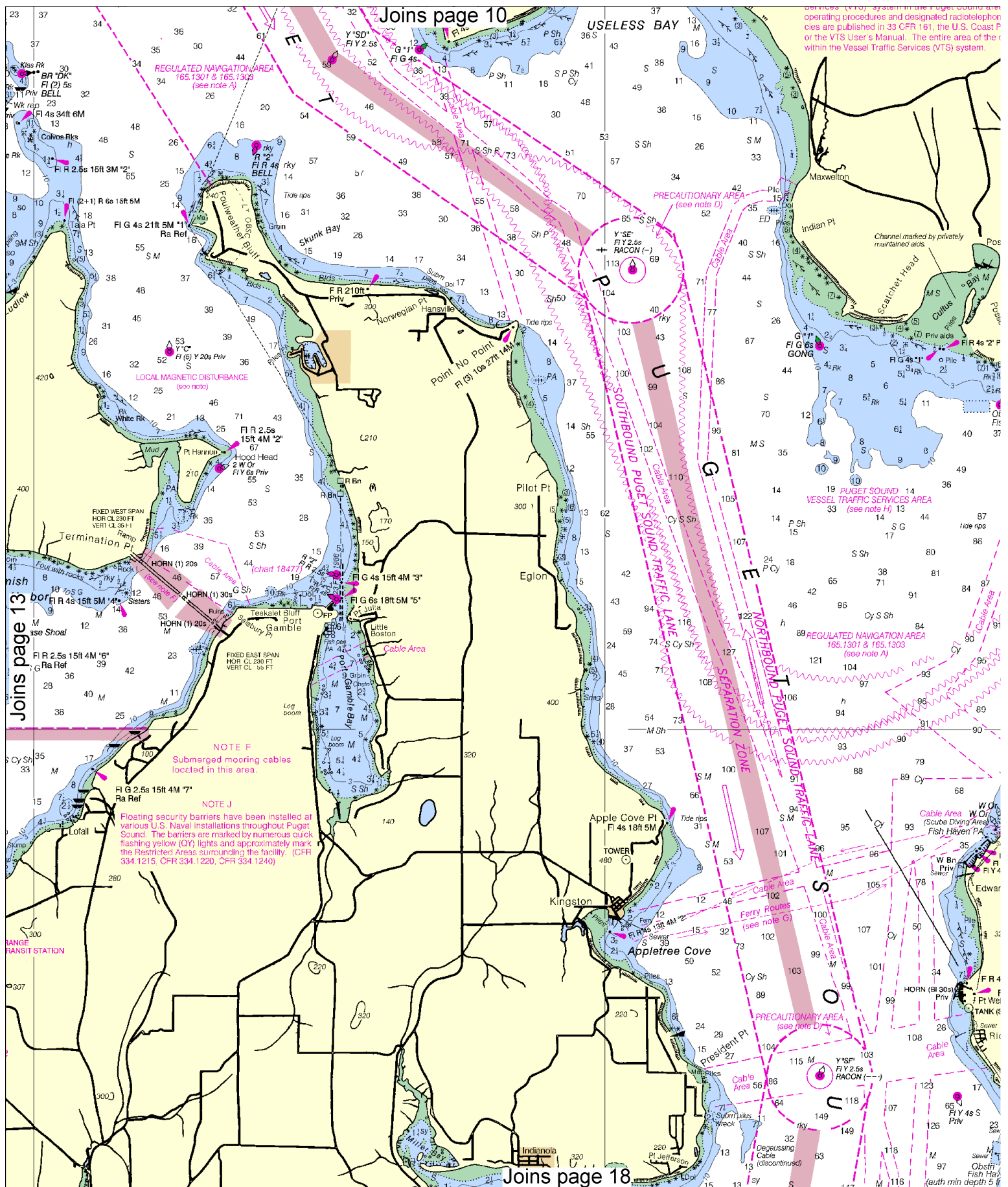
Joins page 16



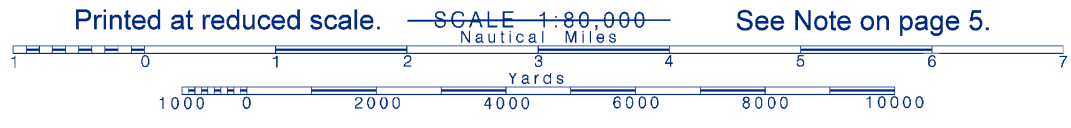
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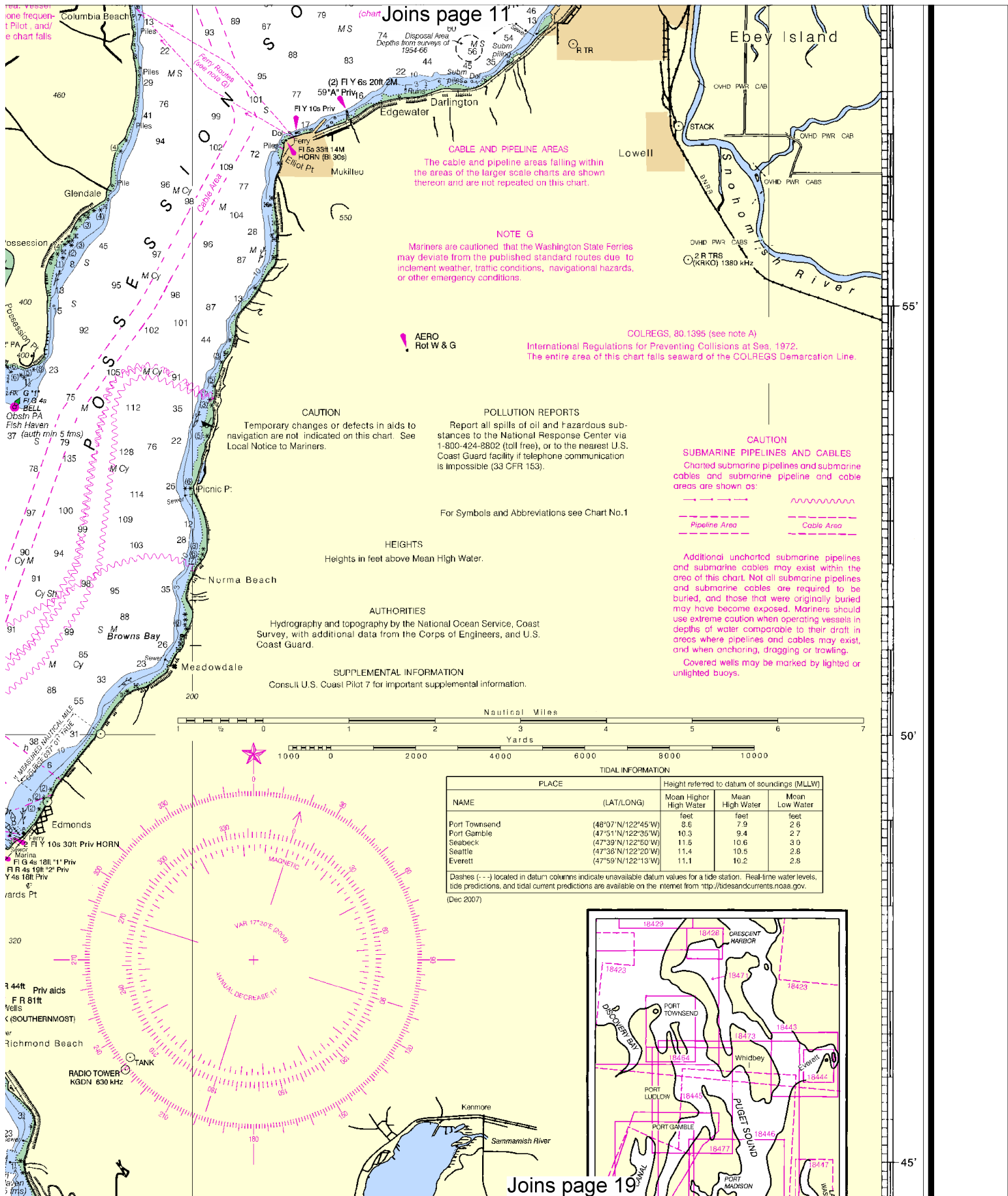
major lanes merge
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formation regarding
3 CFR 167 and / or



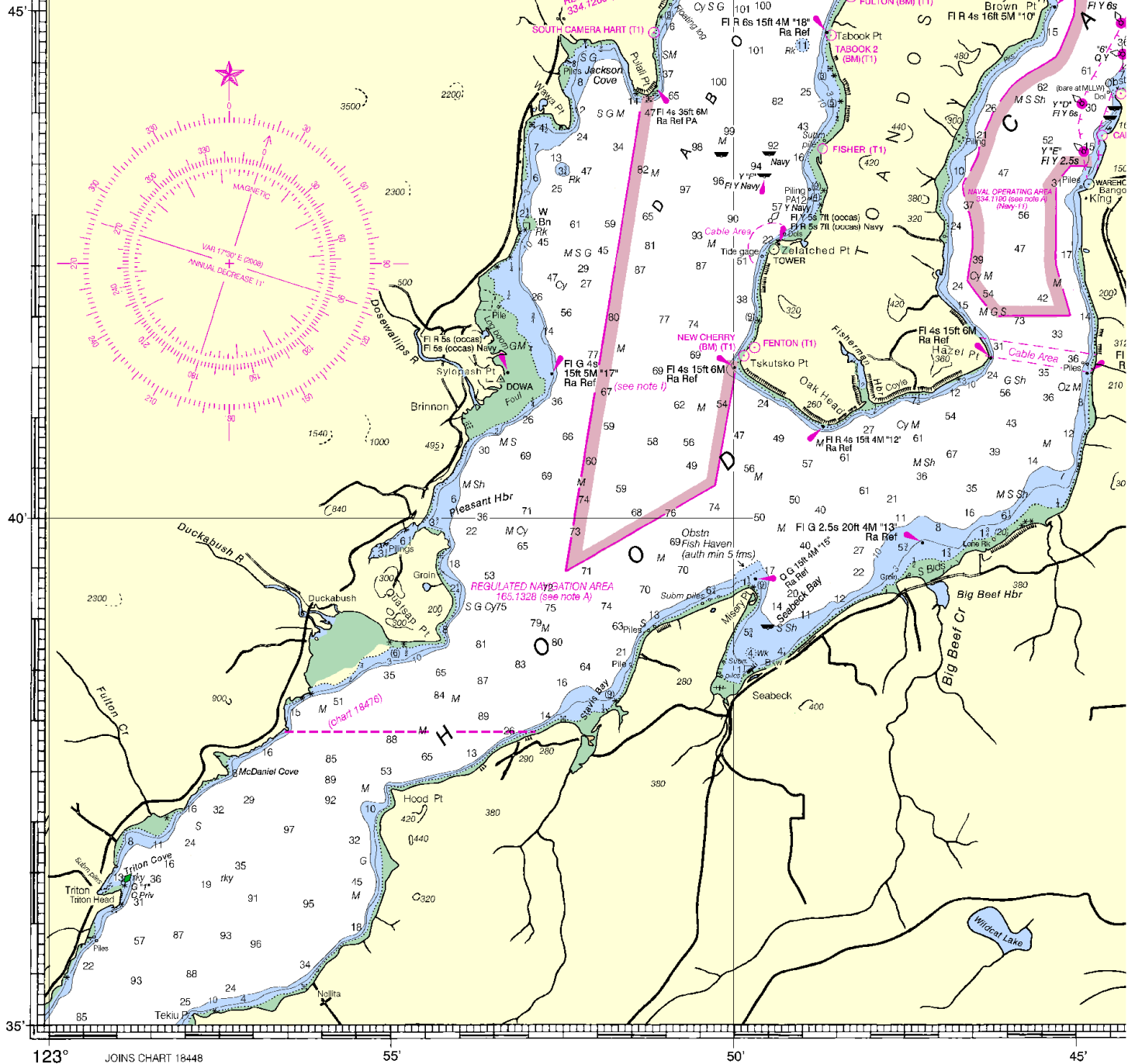
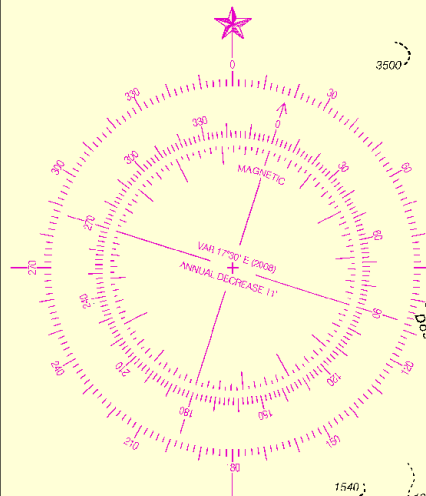


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46th Ed., Dec./07 ■ Corrected through NM, Dec. 22/07
Corrected through LNM Dec. 11/07

18441

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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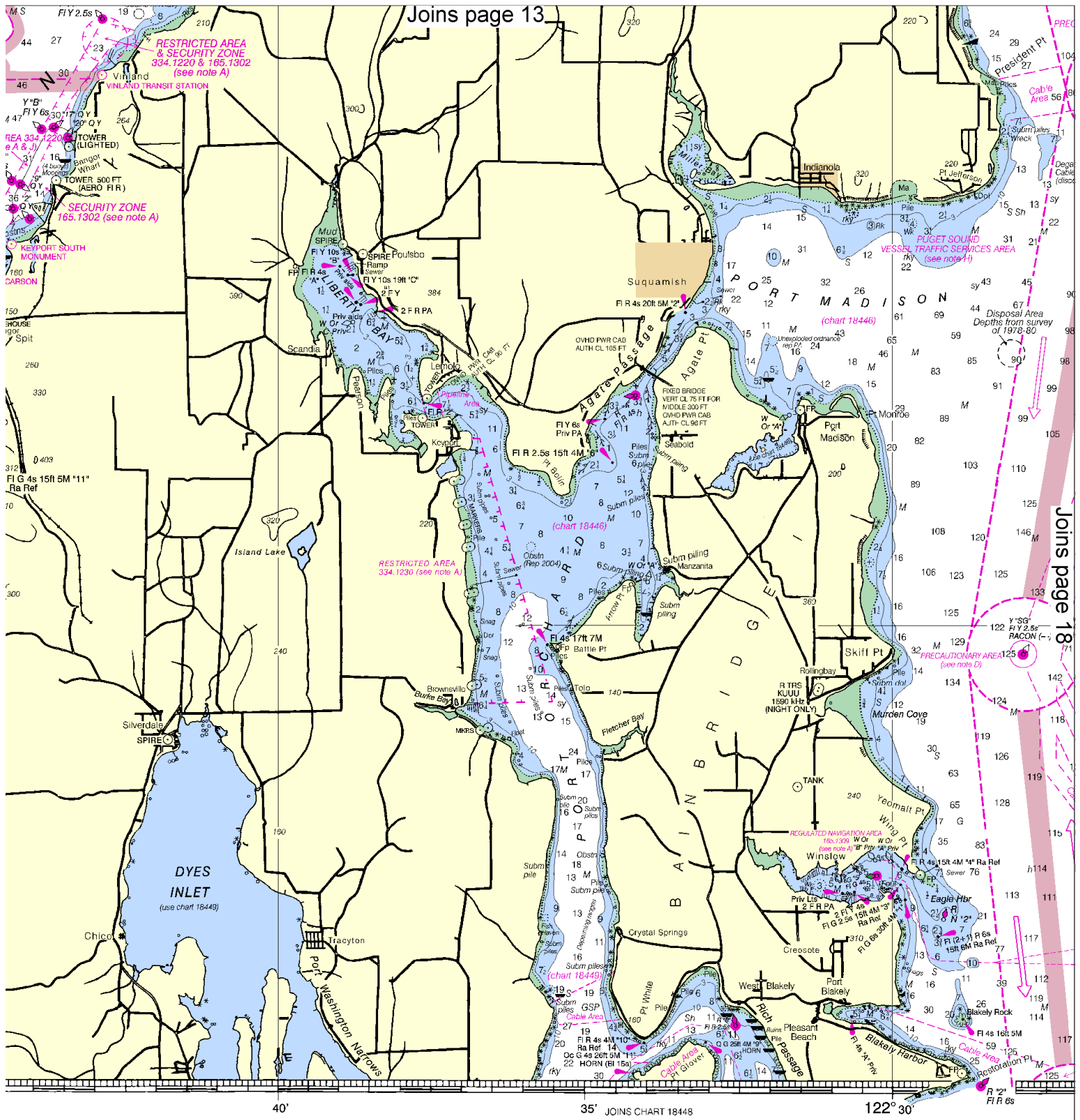


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

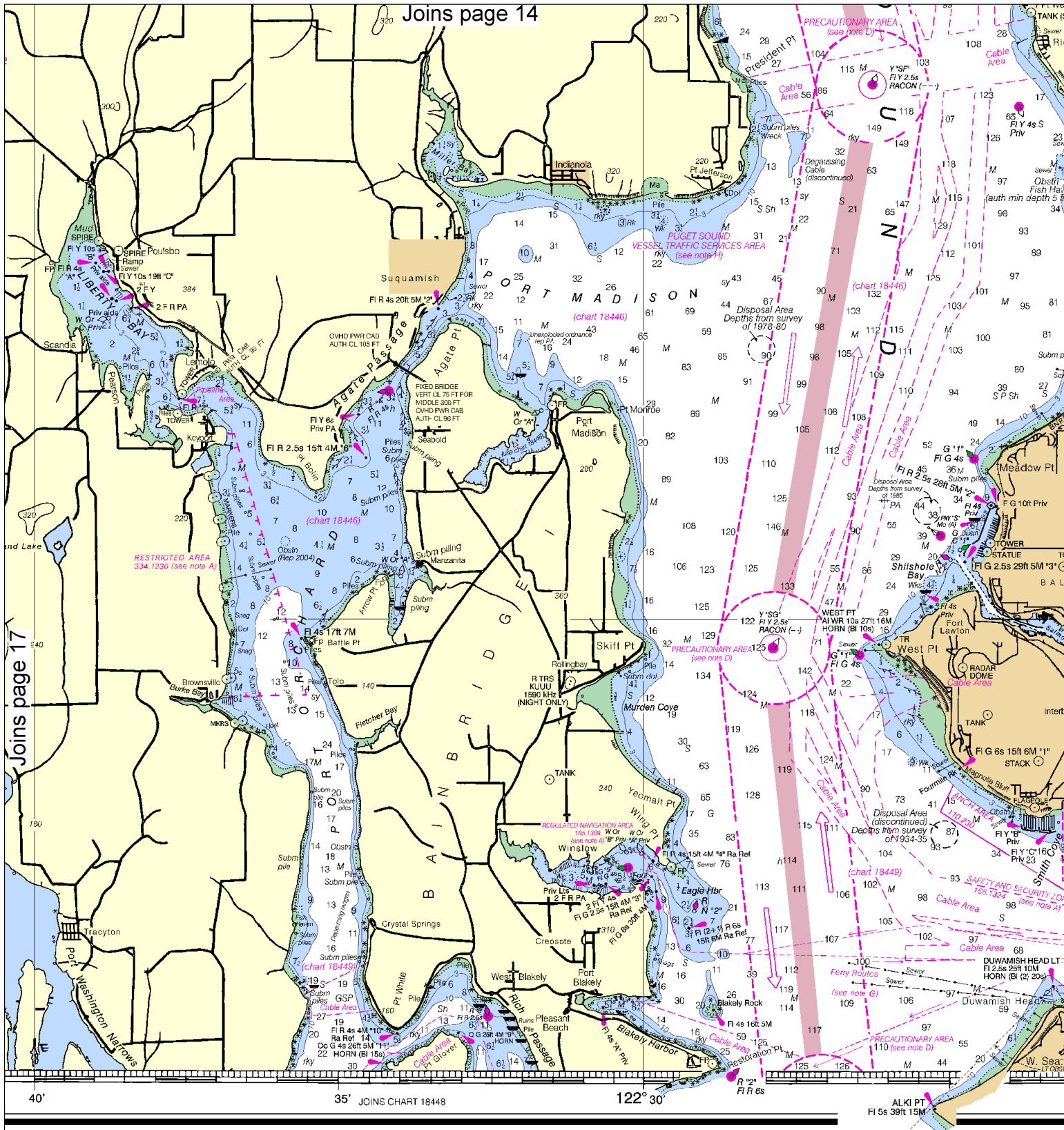
See Note on page 5.





NDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 17

18000

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

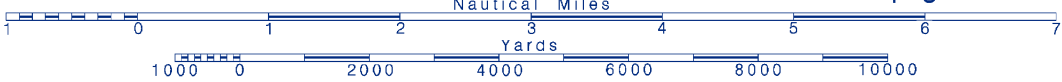
18



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



FAITHOMS
FEET
METERS

For detailed information
use large scale charts.

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

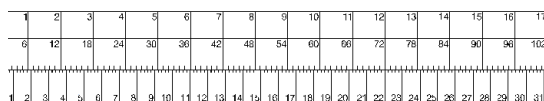
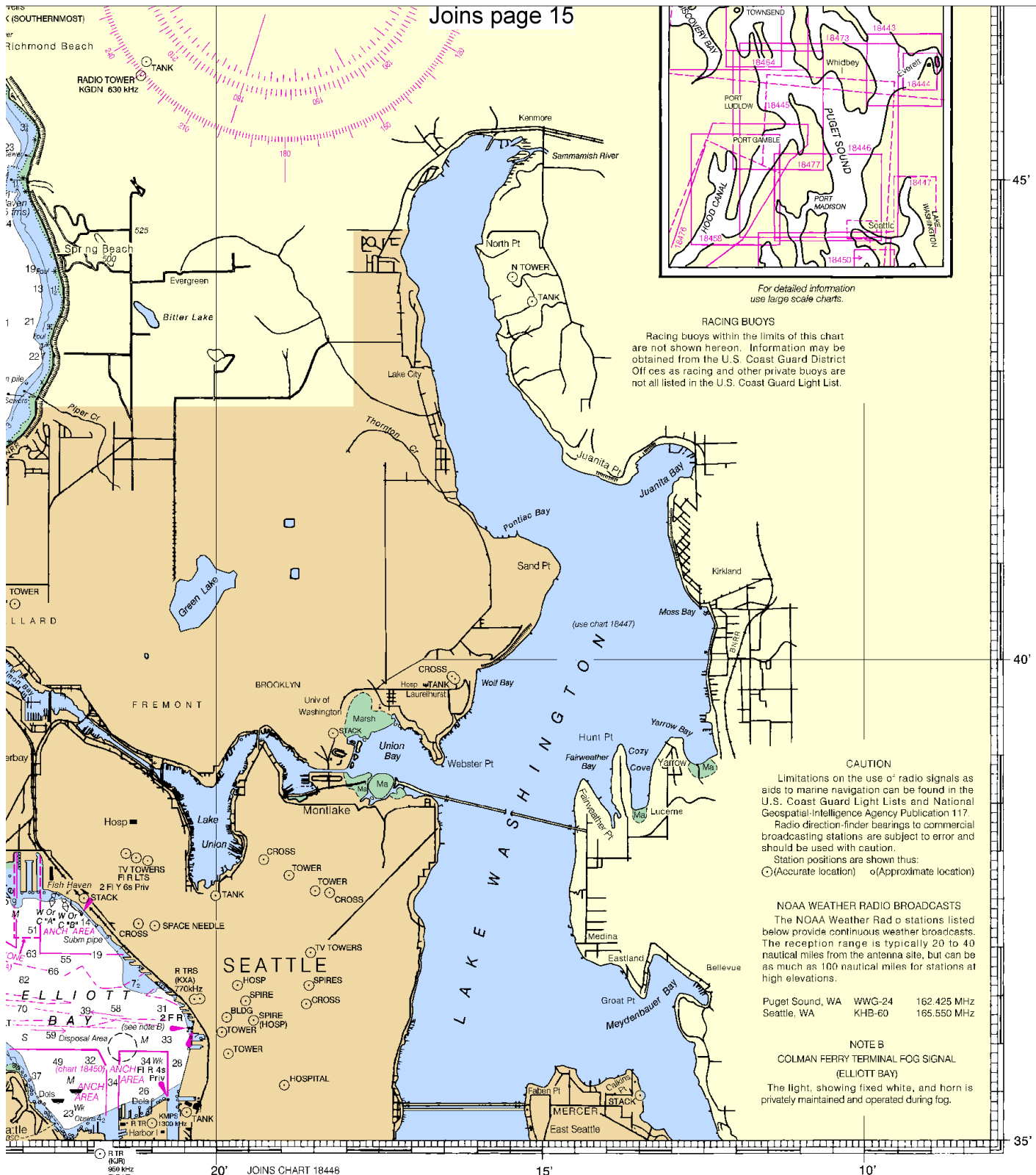
● (Accurate location) ○ (Approximate location)

The NOAA Weather Rad o stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	165.550 MHz

COLMAN FERRY TERMINAL FOG SIGNAL
(ELLIOTT BAY)

The light, showing fixed white, and horn is privately maintained and operated during fog.



Puget Sound - Northern Part
SOUNDINGS IN FATHOMS - SCALE 1:80,000

18441

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard Port Angeles – 360-457-4404

Coast Guard Seattle – 206-217-6001

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.